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DISEASES. It is the only medicine that
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diseases of the urinary system. It is
sold in all parts of the world.

THERAPION

METHODS OF SECURING
BUSINESS IN CHINA.SUGGESTIONS BY THE ASSISTANT
BRITISH COMMERCIAL
ATTACHE.

The Assistant British Commercial Attaché in China (Mr. C. A. V. Rose, C.I.E.) reports that a large number of inquiries reach his office from firms in the United Kingdom and other parts of the Empire, who desire to introduce their goods or to appoint agents in China. Each inquiry presents points for individual treatment, but there are certain general principles which apply to all, and these are dealt with in the following general memorandum:—

In introducing new makes of articles which are in general demand, it is customary to send a travelling representative to tour in the Far East, calling on British and native houses and pushing his goods from samples. The area covered by such a representative depends to some extent upon the nature of his business, but it is not difficult for one man to work the whole of China, the Malay States, the Straits Settlements, and, if necessary, Java and Sumatra. Some travellers go further afield and include Japan and India.

The first move is to secure a man who understands something of the trade in China, and who will push his goods with energy. If such a man should not be available, one may be found who has at least some idea of trade in India; conditions are not identical, the Chinese man having his own ways and methods and ideas of trade, but any experience in the East is helpful. He must carry a plentiful supply of literature, an abundance of samples, and everything must be quoted c.i.f. Shanghai, or the port where delivery is taken; this can be calculated without difficulty. He should call on Chinese and foreign merchants and stores, and at the industrial works in the Treaty ports. If the manufacturer is not disposed to accept orders from native firms direct, arrangements can be made with a merchant house in China to carry on the business on a commission basis.

It is essential in the China market that a representative should be of good class, not too young, steady and energetic. The Chinese are critical in such matters, and his main work will be amongst Chinese if he is to do good work. The great secret is to get so close to the consumer as possible, and the ultimate consumer is nearly always Chinese.

It is generally useless to entrust to merchant houses the initial work of an active propaganda; they can handle many lines efficiently when once the demand has been created, but the building up of new business, and the steady pushing of individual lines is beyond the scope of most of the established houses. They are not anxious as a rule to accept new agencies, except for articles which are well known, and which have a ready sale. It does not pay them to incur fresh expenditure and responsibility on the chance of obtaining a small commission; even if they accept agencies, they leave them to run themselves to a great extent. To place agencies under such conditions is worse than useless. If, however, the merchant in China is convinced that the manufacturer is willing to do some of the pioneering work and to share some of the initial expenditure, he is often disposed to make special efforts. Such efforts may be encouraged by placing in his hands a few trial shipments at considerably reduced prices, as an inducement to the merchant to push the goods, and to the Chinese buyer to test their merits. It is impossible to lay too much stress upon the value of securing a first order in China. The Chinese are conservative in business, as is everything else, and repeat orders follow automatically if once satisfaction has been given.

As to payment, if orders are forwarded to the manufacturer through a British house in China, payment can be obtained in London; if, however, business is done direct with the Chinese, it is usual to direct for documents against payment, generally at 30 days' sight, for small amounts; at 60, 90, or 120 days for larger contracts, according to the documentary credit arranged. The financial standing of a native firm can only be learned by experience, but it can be learned quickly, and it is not difficult for a representative to gauge the amount of credit which can be allowed with safety. If proper regard be given to native custom, there is seldom any difficulty in inducing Chinese to take up their bills at due date, and travellers who are familiar with the market all speak highly of the promptitude and integrity of their Chinese clients.

Travellers who are sent out from home are furnished with introductions by the office of H.M. Commercial Attaché, and placed in touch with interested firms, both foreign and Chinese. A few of those who are already at work in the field are willing to undertake new agencies which will not conflict with their present lines. In cases where manufacturers are unable to send their own representatives to the Far East, H.M. Commercial Attaché's office is prepared to place them in touch with travellers who are already working in the field. Their terms range from £50 to £150 a year as a contribution to their travelling expenses, with a commission on the orders sent from China.

This memorandum does not attempt to cover such questions as contracts for industrial undertakings or for Government work, or for goods which are usually sent out on consignment. Such articles require special treatment. It is intended only as a suggestion to those manufacturers who desire to introduce to the China market new makes of articles which are in general demand.

There is a steady demand for such things as boots, shoes, leather goods, tin boxes, cycles, toys, Berlin wool, mercerized yarns, hosiery, haberdashery and underclothing, hardware, spades, axes and tools, glassware and crockery, soaps and perfumery, mirrors, bedsteads, lamps, jewellery, watches, wire netting, fencing, wire ropes, kitchen utensils, drugs, disinfectants, photographic materials, safe, and cash boxes.

BUSINESS OPENINGS IN
SOUTH CHINA.OPPORTUNITIES FOR CAPTURING
ENEMY TRADE.

There is an increasing demand in Hongkong reports the American Consul-General at Hongkong for notions of all sorts to supply the South China field. Needles, pins, buttons, ribbons, safety pins, rubber and celluloid toilet articles, and all similar products are required in increasing quantities. Most of these products heretofore have been obtained in Germany, Belgium, Great Britain, or France, and the factories making them are now either out of business or employed in other lines.

Needles, to suit the trade here, should come 25 in a packet, wrapped in tin foil or packed in a tin box, 40 packets to a bundle, and 10 bundles, or 10,000 needles, packed in hermetically sealed tins. Usually the needles come 25 of such hermetically sealed tins to a case. They run sizes 1 to 12 and are for hand use. The value of the needles imported into all China in 1913, the year preceding the war, was \$798,916, and even in 1914 the value reached \$873,037. Normally about one-eighth of this trade is handled through Hongkong itself, and for other countries securing their supply through this colony.

GOOD FIELD FOR NEARLY ALL VARIETIES OF
BUTTONS.

There is a special demand here at present for porcelain buttons, particularly for the Chinese trade, though there is a good field here now for nearly all varieties of buttons. Silk and part-silk and part-cotton ribbons have been the subject of a large trade among German firms in the past few years. In 1914 the value of such goods imported into all China was \$167,322, while the preceding year, before the war's influence was felt, the value of the imports was \$377,040, and in previous years, especially high-exchange years, the imports reached as high as \$1,000,000 in value. While the imports of such goods are now far below the normal volume, because of depressed business conditions generally, and especially because of the low exchange value of silver, the trade is still worth while and is peculiarly open to American manufacturers at the present time. The goods have heretofore been handled almost entirely by German firms, though largely of French origin. Japan also furnishes a good portion of the trade. The trade is now handled almost exclusively by British firms.

There is a field for all sorts of small, cheap novelties of the department store sort. Much of this trade heretofore has been Austrian. The Japanese are now making a special effort to secure a foothold. Celluloid goods, including combs and celluloid-backed mirrors, and hand mirrors generally, small enamelled cups, small, fancy-globed lamps, small hardware, such as cheap scissors, knives, and locks, and all similar goods are more or less in demand, and are not being freely supplied by any other nation except to some extent by the Japanese.

The dye situation in South China has reached an acute stage, and so far American manufacturers of artificial dyes have not been able to relieve the situation. Experimental importations of artificial dyes from the United States were made by several Hongkong importers, and for a time it looked as if there would be a satisfactory trade. Those imported were light chemical dyes, which were to be had at prices within the reach of Chinese dyers. However, either the use of these dyes involves processes not known to the Chinese, or the quality of the dyes is such that so far they have not proved fast colours. At all events, the result is that Chinese dyers are not willing to risk any extensive orders, and there is no demand at present.

One of the firms making the experimental imports reports that it is still negotiating with American dye exporters, that it has hopes of being able to secure some dyes which will appeal to the Chinese buyers, and will make further experimental imports. There is unquestionably an immense field for goods of this sort, if fast dyes can be furnished, but the experience of Hongkong importers with American dyes so far has not been such as to render their introduction easy.

The price of artificial indigo in Hongkong has so far advanced, and that of the native Chinese indigo has so far declined, that the prices are practically the same at present, the result being that the Chinese turn to the use of the native dye because of its fast quality and particularly rich hue. Previous to the war, the trade was largely among German firms and with German dyes, but placed with the trade through British travelling men. The trade, locally, is now almost entirely with British firms, including W. R. Loxley & Co., Bradley & Co., W. G. Humphreys & Co., Reiss & Co., J. D. Hutchinson & Co., Alexander Ross & Co., and Harry Wicking & Co.

electric hand lamps, packings for engines, specialties in lamps for oil and electric light, and all kinds of novelties; also for the numerous accessories that are furnished to textile and flour mills; for scales of all sizes, novelties for motor-cars; syrups and essences for mineral water manufacturers, cordials, filters, sweets, preserves, biscuits, and provisions; for metal furnishings and fittings for tramcars, buildings, railway carriages, etc.; for musical instruments, valves, pressure gauges, hand pumps, hot-air fans, compasses and telegraphic instruments for ships; school requisites, drawing and surveying instruments; motor boat outfits of a small size; tiles, special bars for reinforced concrete systems, bathroom and sanitary requisites, specialties for packers, belting, hose pipes, etc.

In conclusion, Mr. Rose urges once more the advantages of getting as close as possible to the consumer, and of bearing some share of the initial expenses and responsibilities of introducing new articles. The China market is undeveloped; the cheapest and most effective method of advertising in that country is to place goods in the hands of the people who will use them.

A SUPER-BATTLEPLANE.

A super-battleplane—the largest, in fact, yet designed—is under construction in America at the Curtiss Aviation Works in Buffalo.

It will be remembered that this famous aviator built the aeroplane which was to fly across the Atlantic, and that machine marked, in point of size, an era in aviation. Big as it was, however, the new aeroplane will be six times larger. Many of its parts (states the *New York Herald*) are already finished and ready to go to the assembly, many more are coming in daily, and within a very few months a flying monster will emerge from the Curtiss factories to astonish the world. And not a man connected with the Curtiss industry has a shadow of doubt that this great bird will take flight on its first trial.

Including its crew of eight men this aerial super-dragon will weigh altogether more than ten tons, and can carry over a ton of ammunition. Its cruising capacity is nearly 700 miles, and with this radius the machine, starting from the Allied lines in France, for example, could raid all that portion of the German empire west of her imaginary line drawn from Bremen in the north to the Bohemian frontier in the south. In comparison with the Zeppelin it would have the advantage of being able to land anywhere to obtain supplies of fuel, whereas the airship requires a special shed and a small army of men to deal with it.

Three propellers will be driven by the motors. Two of these, it is estimated, will keep the machine sailing on an even keel once altitude is gained, and it is believed that even one of them would give quite a flat "flying angle" as the angle of a forced descent is called. That is to say, if the machine were two miles in the air and two of the motors were stopped the craft, propelled by the remaining motor, could traverse 30 miles while descending. A separate motor is installed for starting the machine.

The boat hull will be of cedar, sheathed with copper on the under side, and will be provided with a dozen water-tight compartments. The cabin will have an area of probably 3500 ft. of floor space and a head room of about 10 ft. at the highest point, exclusive of the conning tower, in which will sit the navigator and his assistant.

What the armament will be can only be surmised, adds the *Herald*. It will probably remain a secret to aviation engineers and the ordnance experts of the country to which the machine will go—England. But guesses are rife concerning what use will be made of the 3,000 lb. "useful load" capacity.

A gun of quite heavy calibre, capable of a circular motion, at an elevation of a mile would cover everything below within a radius of three miles. Such a gun could destroy a submarine at a considerable depth, and the American engineers seem to think that it will drive the submarine from the seas.

With its superior speed and manoeuvring ability, its comparatively small solid area, and its formidable armament, the craft would be practically invulnerable to attack from any form of dirigible balloon, or from smaller aeroplanes. Because of its great weight it will be substantially as steady as a Zeppelin, and it will be practically independent of wind conditions, for nothing short of a gale would interfere seriously with its flying.

With the exception of the wing-covering, the only imported item in the whole structure, the new machine is American designed and built entirely of American material. The cost is roughly computed to be £250,000, and the *Herald* ventures the opinion that it may prove a tremendous factor in the war.

HONGKONG POLICE RESERVE.

MOUNTED POLICE.

Through the courtesy of the Stewards of the Hongkong Jockey Club, free stable accommodation has been provided for the ponies belonging to this detachment.

The members also gratefully acknowledge a supply of blankets and stable gear provided by Mr. N. J. Stabb. P. C. Goldring, transferred by courtesy of O.C., H.K.V.C., will take charge of New Territories Mounted Patrols until further orders.

P. C. E. F. Scull, having joined, is posted to Mounted Police.

MUSKETRY.

SUNDAY, MARCH 12TH.

Blake Pier, 9 a.m. sharp—all N. C. officers.

Blake Pier, 1 p.m. sharp—No. 1 and 2 Platoons of No. 1 Company.

N.B.—No further firing will take place at ranges A and D. Ranges E and F may be fired only by those who have fired A-D.

PLATOON PARADES.

Tuesday, March 7th—No. 3 Company (3rd and 4th Platoons).

Wednesday, March 8th—No. 1 Company (3rd and 4th Platoons).

Thursday, March 9th—No. 2 Company (1st, 2nd, and 3rd Platoons).

No. 2 Company (3rd Platoon) will parade at St. Joseph's College.

Platoon Commanders are ordered to report absentees without leave.

MAXIM GUNNERS.

Will report at Central Station at 5.30 p.m. sharp on Monday, March 6th, and Wednesday, March 8th.

ROUTE MARCH.

All ranks will parade at Central at 5.15 p.m. on Friday, March 10th, for Route March.

Uniform with helmets and spikes. White mushroom tops to be worn by those to whom spikes have not been issued.

Maxim Gunners, Motor Patrols, Mounted Patrols, and Ambulance Co. will attend.

RE-ISSUE OF SERVICE RIFLES.

Service Rifles will be re-issued as follows: on Wednesday, March 8th:—

No. 3 and 4 Platoons at 5.15 p.m. sharp.

No. 1 Platoon at 5.30 p.m. sharp.

F. C. JESKIN,
D.S.P. (R.)

HONGKONG VOLUNTEERS.

SERVICE ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—Pte. C. H. Soper is granted leave of absence from 7th March, 1916, to 7th March, 1917.

BELCHERS SECTION.

2.—Gun practices will take place on the following dates:—

March 19th: Sub-calibre.
March 20th: Full calibre.
MUSKETRY.

3.—Musketry, for all Trained men and Recruits who have not fired this season, will be carried out at King's Park Range as follows:—

Saturday, 11th March, 2.30 p.m.: Part I.

Sunday, 12th March, 9.30 a.m.: Part II. (Standard Test).

O.C.s concerned will take steps to ensure that every member of their Co. or Section who is in the Colony and has not completed his Musketty Course, fires on one or both of the above dates. Corpl. Grimes, R.E., will attend and N.C.O.s of the units having men firing will attend to assist him. Uniform (drill order) to be worn. One member of the Signalling Section will attend each day for telephone duty.

The Officer in charge of the firing point will check the ammunition both before and after firing each day. Officers on duty at firing point:—

March 11th: Lieut. Preston.

March 12th: An Officer of the Engineer Company.

Officer on duty in butts:—

March 12th: Lieut. Murphy.

PARADES.

4.—Parades for Tuesday, 7th instant.

7.00 a.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated 8th December, 1915—Morse flag practice at Headquarters.

5.10 p.m.—Centre Section M.G. Co.—M. G. drill at Kowloon Docks, Launch leaves Statue Pier at 4.30 p.m.

5.15 p.m.—Nos. 1 and 2 Sub-sections. Arty. Batty, (as detailed in Corps order No. 4 dated 30th December, 1915)—10 pdr. gun drill at Headquarters. Sergt. Bradley R.G.A. will attend. Specialists of No. 2 Section Arty. Batty will attend also.

5.15 p.m.—Right Section M.G. Co.—Section drill and Musketty exercises on Cricket Ground.

5.15 p.m.—Left Section M.G. Co.—Machine Gun instruction on Kennedy Road Range.

5.15 p.m.—N.C.O.s of Scouts Co.—Instruction at Headquarters.

5.15 p.m.—Recruits of all units—Squad drill and Rifle exercises at Headquarters under S. M. Higby and one N.C.O. from Right Sec. M.G. Co.

5.15 p.m.—Stretcher Bearer Section—Instruction at Headquarters.

DETAIL.

5.—On duty to-night: Civil Service Co. On duty instant: No. 1 Section, Arty. Batty.

Orderly Officer: Lieut. Danby.

G. E. STUART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVE.

ORDERS BY MAJOR WAREMAN, COMMANDING.

DETAIL.

On duty till the morning of Friday, 10th instant: H.K.V.C.

Next for duty: "A" Co. H.K.V.R.

Orderly Officer: Lieut. J. O. Hughes.

PARADES.

Parade for Tuesday, 7th instant, at 5.15 p.m. on the Cricket Ground—"A" Co. for platoon drill under Platoon Commanders. Dress: Drill Order.

MUSKETRY.

The following members will attend at King's Park Range on Wednesday, 8th inst., at 2.15 p.m.:—Lt.-Col. Lee, Ptes. C. H. Gale, C. H. May, P. R. Wolf, J. H. Mend, J. H. Seth, F. Allen, J. R. Wood, H. Dowbiggin, A. Gray, J. Hutchings, S. R. Jones, W. Robertson, F. Brown, R. L. Needham, R. Sutherland, E. M. French, P. H. Rolfe, A. S. Gublay, W. Glendinning, N. E. Kent, K. W. Bann, T. L. Perkins, T. Petrie, R. Shewen, F. B. L. Bowley, D. Wood, E. Ezra, G. W. Coys, W. G. Humphreys, C. W. Ward, W. F. Fincher, J. Lemm, Lt.-Col. A. Lambden, Ptes. C. B. Brooke, J. J. Robson, M. J. Wells, A. Course, J. H. Underwood, T. Neave, H. E. Pollock, T. K. Dealy.

TRANSFER.

Pte. P. H. Rolfe, "A" Co. Sec. 16, is transferred to Signalling Section.

STRENGTH.

Pte. G. W. Gegg, "B" Co. Sec. 8, is lent temporarily to the Hongkong Police Reserve Mounted Section as Riding Master.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.C.

WAR VERSES BY PREMIER'S SON.

A charming little collection, "The Volunteer and Other Poems," by Lieutenant Herbert Asquith, the Prime Minister's second son, has been published by Messrs. Sidgwick & Jackson. It is considered one of the finest efforts in verse provoked by the war. The following is an excerpt:—

Here lies a clerk who his life had spent
Toiler at ledgers in a city grey.
Thinking that so his day would drift away
With no lance broken in life's tournament:
Yet ever twist the books and his bright eyes.

The gleaming eagles of the legion came,
And horsemen, charging under phantom skies,
Went thundering past beneath the oniflame.

And now those waiting dreams are satisfied,
From twilight into spicuous dawn he went;
His lance is broken; but he lies content
With that high hour, in which he lived and died.

And falling thus he wants no recompense
Who found his battle in the last resort:
Nor needs he any horse to bear him hence
Who goes to join the men of Agincourt.

STRANDING OF THE "KOLYA." ENQUIRY AT THE MARINE COURT.

At the Marine Court yesterday an enquiry was held into the circumstances attending the grounding of the *Kolya* on the 21st February. Commander C. W. Beckwith, R.N. (Harbourmaster and Marine Magistrate) was President of the Court, the other members being Commander F. J. Gibson, R.N., Commander W. Davidson, R.N.R. (Master, *Empress of Russia*), Commander S. Robinson, R.N.R. (Master, *Empress of Asia*), and Mr. E. Pottinger (Master, *Linen*).

Mr. C. D. Wilkinson represented the agents, and Mr. R. C. Faithfull appeared for the Captain (Mr. J. Wilcox) and Chief Officer (Mr. George Carpendale). James Wilcox, Master of the *Kolya*, stated that the ship left Hongkong on the 20th ult., at 7.30 a.m. After passing Gap Rock he laid a course to pass about 60 miles west of the North Reef. It was understood that the Chief Officer would take over the navigation of the ship, the deck duties being left to the second officer. They laid a course S.W. by W. by mistake. He could not say how it occurred, except that he must have made an error in using the parallel ruler.

The President: You did not think it was necessary to take any deviation? Anyhow you were satisfied as to the deviation?

So that from practically noon on one day to 11 o'clock the next you were on that wrong course and nobody found it out?—The course was checked by the Chief Officer when I first laid it on. Of course I don't want to blame the Chief Officer more than is absolutely necessary.

Captain Wilcox further said the ship struck at about 5.40 a.m. on Monday, 21st February. He kept his engine going full speed ahead to try and prevent her going still further on. The ship seemed just to slide on to the reef. He ran out an anchor and held the ship off. She got off at 9 a.m. He knew that her bottom must have been damaged, so he thought it advisable to return to Hongkong. The ship was in water ballast, found for Christmas Island. He and the Chief Officer were the only certificated officers on board. The second officer was a boy, who was a smart scunner with good experience. Witness had been on board but not master on a coasting steamer. He had been master of a sailing ship.

In answer to Mr. Faithfull, Captain Wilcox said it was impossible for him to explain the mistake in the course. He must have had the side of the chart towards him instead of the top. He was perfectly sober, and so was the Chief Officer. He had never had a ship on shore before during all his 40 years' experience.

The Chief Officer, Mr. George Carpendale, said that some time after leaving Hongkong they discovered that the compass was three points in error. Just prior to the accident, when he was on two bridges, he observed what he at first took to be fog bank right ahead. There was no regularity in the outline, but as it became more distinct he became suspicious, stopped the engine, and gave full speed astern. The ship was making about ten knots at the time, with the wind behind her. It was about three minutes afterwards that she took ground. She never had all her way off, and when she struck she was going at possibly three or four miles.

Witness gave the necessary directions in the circumstances, and ordered full speed astern. The Captain then came up and took command. The Chief Engineer reported that the water tanks between the boiler had been punctured, and that the fresh water was brackish.

The President: To what do you attribute the fact that the course was wrongly marked out?—The chart was sideways lying the wrong way round when the course was laid.

In answer to Mr. Faithfull, witness said he had held a Master's certificate since 1897, and this was the first time an enquiry had been made into his conduct as regards navigation of a ship. At the time Mr. Wilcox and himself took the reckoning they were quite sober.

Mr. Faithfull:—The ship was an old ship, and the damage done would have been considerably less if she had been a new one?—The ship was 28 years old.

Mr. Faithfull said he had been instructed to plead guilty to negligence on behalf of both the Captain and the Chief Officer and throw himself unreservedly on the mercy of the Court.

Mr. Wilkinson said the ship had undergone extensive repairs before her voyage, costing about \$15,000.

The Court found as follows:—We find that this course was wrongly set, and that such course would take the ship precisely direct to the point on which she finally struck. The Court holds that the stranding was entirely due to the gross carelessness of the Master in setting and steering this wrong course, but, taking into consideration that the Master took proper action to get the ship off after grounding we order the Master's certificate (foreign-going) to be suspended for 12 months. We grant him a river Master's certificate or foreign-going Master's certificate during this period. The Court orders George Carpendale, the Chief Officer, to be severely reprimanded for his carelessness in the navigation of this ship and places the same on record.

BRITISH MANUFACTURES.

The arrival of "GOLD BAND" Cigarettes has set an entirely new standard of Virginia Excellence. This brand will have the immediate and unanimous seal of success stamped upon it by all discriminating smokers who have been looking for a cigarette which is "just right."

Do not smoke another Cigarette until you have tried "GOLD BAND." It is really good.

An absolutely British product manufactured by the WESTMINSTER TOBACCO Co., Ltd., London. [Advt.]

BRITISH TRADE AFTER THE WAR.

THE GREAT GUILDHALL MEETING.

At the instance of the Lord Mayor of London (The Right Hon. Sir Charles Cresswell Wakefield) a meeting was held in the City Guildhall for the consideration of the above subject. A small portion only was open to the general public, as so much of the available space of this huge hall was required for representatives of the rest of our world-empire. From the outset it was evident that the meeting was to be of an enthusiastic nature, for, quite half an hour before the advertised time of commencing business, not only were the public seats filled, but also those which had been reserved for special representative persons. The meeting was, above all, non-political, and was truly representative, as the following list of those present will show:—There were seven Lord Mayors and Lord Provosts, seventy Mayors, Presidents, etc., of fifty-one Chambers of Commerce, and of eighty-nine trade and industrial associations, eleven High Commissioners and Agents-General of British Colonies, forty-five members of the Corporation of the City of London, and a large number of delegates of banking and shipping interests and various public institutions. The object of the meeting was to urge the Government to establish a Ministry of Commerce, to improve our commercial relations with our Overseas Dominions and our Allies, and to smash the German commercial machine which has been used so unscrupulously against us in the past.

The Lord Mayor read a message from Lord Derby expressing regret that he was unable to be present, and adding that he was in hearty agreement with all the resolutions to be put before the meeting. Mr. Andrew Fisher sent a message declaring himself "heart and soul with all the meeting's resolutions."

In moving the first resolution, which expressed loyalty to the Throne and confidence in final victory, the Lord Mayor said he thought they must ensure that, whatever happened, the relations—the mis-guided relations—which existed before the war between ourselves and those who were now our enemies should never again prevail. They must see that in trade and commerce after the war the relations between ourselves and our great Dominions beyond the seas were improved, increased, and fortified, and that the most friendly arrangements were made between our devoted Allies and the Empire, by which their trade with us and ours with them was welcomed with open hands and freed from all unnecessary obstacles or artificial impediments.

Sir George Paignton said our technical and commercial education must be remodelled if the English race was to keep its position. They wanted the world, and especially their enemies, to know that above everything else they placed the smashing of Germany, both as a maritime Power and as a commercial competitor. The Consular service ought to be composed of our best educated and most practical business men, who should be paid good salaries, with commission or bonus on the increase in British trade. Their recommendations were as much in the interests of the working classes as in their own. So far as he could speak for them, all were united in placing patriotism not only before politicians but before profits as well.

The resolution was carried unanimously, and the National Anthem was sung with enthusiasm, led by Mrs. Kirby Lunn.

A MINISTRY OF COMMERCE.

Sir Algernon Firth (President of the Association of Chambers of Commerce) moved:—That in the opinion of this meeting it is desirable that immediate steps be taken by His Majesty's Government, Chambers of Commerce, and other kindred associations throughout the country, to formulate in close co-operation adequate action for the defence and improvement of trade and employment after the war, and with this object in view this meeting suggests full discussion of the fiscal, legislative, and voluntary efforts which ought to be made, and of the contemplated action and decisions which must be taken; and recommends the establishment of a Ministry of Commerce to carry out a constructive commercial policy for this country.

He said the President and officials of the Board of Trade had every desire to promote trade, and within their powers were efficient; but they had many functions, and were choked with administrative work and, as a consequence, had no time to devote to the development of trade. It required a great European War to concentrate attention upon organisation and energy on the part of the British people. Frequently since 1890 Chambers of Commerce had urged the appointment of a Ministry of Commerce. Twice a resolution in its favour had passed the House of Commons, and in 1905 a Bill was promised in the King's Speech. This great war had found us in a chaotic position in regard to commercial matters. Too long had we gone on in this haphazard fashion. It was our duty to lose no time in formulating a policy.

It was essential to have a new Minister who would gather round him men of experience and judgment, and confine himself to steps to be taken after the war for the development of trade. If steps were taken in time there would be no reason to apprehend unemployment, to any very serious extent. Employers would have to face heavy depreciation in values, but there was no reason why they should recoup themselves by a general lowering of wages. There would be plenty of trade after the war if we were not exposed to the dumping of stocks. Let the Government face the situation, provide the machinery, trust business men more than they had in the past, and they would find their confidence justified.

Mr. Lionel Martin (Chairman of the Council, London Chamber of Commerce), in seconding the resolution, advocated reciprocal trade relations with our Dominions and Colonies and preferential treaties with our Allies. Some temporary measures would have to be adopted, he said, as it would take three years after the war before a complete scientific tariff could be devised. We should have to wake up in order to find out what foreign nations wanted and supply it. We must not expect them to accept just whatever we

HONGKONG TENNIS TOURNAMENT.

AN OPPORTUNITY FOR THE "VETERANS."

An opportunity will be given for the "Veteran" members of the Hongkong C.C. to take part in the annual tennis tournament. The officials have decided to run a Veterans' Handicap Doubles, and up to last night the following entries had been posted up:—C. Thorne and J. R. Greaves; Hon. Mr. Claud Severn and G. Hastings; H. L. Phelps and H. Humphreys; R. E. O. Bird and C. H. Crook; Lieut. Colonel A. L. Watson and Lieut. Colonel Crisp; Major Robertson and W. J. Hodges.

BANDAGES FOR THE WOUNDED.

The work done by the Bandage-making Class held by Mrs. Phelps, during February was sent to Colonel Gordon Hall, Abbasia, Cairo District, and included:—6,035 roller bandages, 360 knitted eye bandages, 300 many-tail bandages, 72 roller flannel bandages, 500 swabs and 48 flannel belts for those men discharged from hospital with abdominal troubles. Mrs. Phelps would take this opportunity of thanking the following for their kind donations to her fund, and also of reminding the workers that the need is just as urgent as when the class was first started, and she would be very grateful for the continued support of everybody, both in gifts of money and the time of those who can come regularly to work in the City Hall:—

Dr. Moore \$10; Miss Chetley \$10; Mrs. Kemp \$5; Mrs. Lander \$5; A Friend \$5; Mrs. MacGregor (Fochow) \$5; Collection Box per Mr. Greenfield \$34.23; Mrs. Butlin \$10; Mrs. Kein \$10.

have to supply. More attention must be given to the teaching of foreign languages, so as to obviate the necessity of employing foreigners in our offices.

INTERNATIONAL TRADE RELATIONS.

Lord Desborough moved:—That steps be taken, by means of close co-operation, to improve the commercial relations between the United Kingdom, His Majesty's Dominions beyond the seas, and our Allies, and also to make certain that Germany and her Allies shall not be able again to acquire an undue influence upon trade and employment in the British Empire.

"Germany is suffering economically," observed his lordship, "but her system remains. We are up against an economic system of the Central Powers and must set up an Imperial system to combat it. If we continue to be fools commercially we shall deserve to be dominated by a nation that will never learn to be gentlemen." (Loud applause.)

Lord Holland (President of the Wholesale Textile Association), in seconding, recalled the fact that many years ago we were dubbed a nation of shopkeepers, and he was proud to be so styled. Germany had recognised the advantage of our commerce and had sent to this country her young men, whom we had treated too kindly. He remembered sitting next to Mr. Gladstone at a luncheon 40 years ago when the subject of the employment of German clerks came up. Mr. Gladstone expressed a fear that the matter would present difficulties if continued in the future; but the danger then seemed remote that no action was taken. He was afraid they had been either too self-confident or too lazy, but they must now try to set their house in order.

The Lord Provost of Glasgow (Mr. Thomas Dunlop, J.P.) Vice-President of the National Patriotic Association, moved:—That the Lord Mayor's Organising Committee for this meeting be appointed to bring these resolutions before the Prime Minister by means of a deputation, and that the Committee (with power to add to their number) continue thereafter to urge their conclusions from time to time upon the Government.

He said there was too much talk in the country. If anything was to be done they should cease talking and get to work. We do hitherto not consider the interests of manufacturers, only those of consumers. If we allowed our new Minister of Commerce to become a party politician we should never get anything out of him. "The British workman" added the speaker—"isn't any better than he ought to be—(laughter)—but he is a lot better than they make him out to be?" (Loud applause.)

Ald Neville Chamberlain, Lord Mayor of Birmingham, (Vice-President of the National Patriotic Association) in seconding the resolution, which was carried, said:—Evidently the framers of this resolution had some experience of the Government's treatment of deputation, and he seems to intend to carry on a war of attrition or exhaustion. (Laughter.) He suggested they should take with them on the deputation a representative of labour. A city which had sent 100,000 men to the fighting line, and was exhausting all its resources in the manufacture of munitions should have labour representatives on such a Committee as this, for after all, labour was even more interested than they were in this question. The working classes in the last 17 months had accustomed themselves to a rate of wages and a standard of living which all would desire to be maintained, but which would be extremely difficult to preserve unless there was more than sufficient employment for all who required it. He, therefore, hoped, bearing in mind that labour sometimes found a way to the hearts of Ministers who were obturate in the face of the most distinguished employers, that labour might be taken into their own councils and the council chambers of Ministers. "It has been justly said," he concluded, "that this is not a tariff reform meeting, but I trust that, as the son of a man who in this building once begged his countrymen to think imperially (cheers), I may be permitted to express my satisfaction at being present at this great gathering, with whose object and whose spirit he would have found himself so entirely in accord" (Cheers.)

TRADE SITUATION IN HONGKONG.

AMERICAN CONSUL-GENERAL'S REPORT.

The American Consul-General, Mr. Geo. E. Anderson, Hongkong, in a report dated October 20th, states:—

Returns of trade between the United States and Hongkong for the first nine months of 1915 show far better condition than was expected, for, in spite of the effects of the war upon trade generally, there was a satisfactory increase in exports to the United States, although trade the other way was not so satisfactory. In the export trade generally the markets of Continental Europe are still closed to Chinese produce, with the result that China cannot produce and sell its usual volume of goods, and therefore is not in a position to buy very generally.

Exports to the United States for the first nine months of 1915 were valued at \$4,329,731, compared with \$3,509,517 for the first nine months of 1914, and \$3,945,168 for the 1913 period. Exports to the Philippines were valued at \$3,974,323, compared with \$2,506,729 for the first nine months of 1914, and \$2,811,548 for 1913.

EFFECT OF DISLOCATION OF TRADE. The year so far has witnessed more of a change of trade from Europe to the United States than was anticipated in local commercial circles. The general dislocation of trade has made it difficult for European concerns to fill orders for many lines of standard goods at prices anywhere near those for which such goods could be obtained in the United States. The result has been a constantly increasing import of many staple goods from the United States which heretofore have come from Germany, Great Britain, Belgium, and other countries at war. There has been an especial demand for iron and steel and their products, building hardware, window glass, and many lines of glass goods, leather goods, machinery, bolts and power transmission goods in general, rubber goods of all sorts, chemicals and chemical products, and many lines of special fabrics. In cotton piece goods the trade has been stagnant for most of the year to date, though recently orders have been placed in increasing volume as a result of the gradual clearance of stocks, and the increased price of cotton yarn have been gradually assuming a better volume.

Imports of American flour have been below normal, mostly as a result of increased prices. Imports of kerosene in general have been below normal, American exporters suffering accordingly. In fact, in those articles which represent comparatively heavy trade from the United States in normal years, there has been decreased activity. There has been a large increase in imports of American tobacco, and in some lines of fine foodstuffs from the United States there have been increases. In a general way the United States has fared better than any other country, save Japan. Trade in general, however, is far below normal, so that while there have been comparative benefits in some lines business on the whole has reflected the war in general, and shows little likelihood of making any material improvement in the near future.

EXPORTS OF TIN, MATTING, PRESERVES, ETC. In exports in general there is slackness in the demand for articles of luxury or ordinary use. Shipments of tin to Great Britain during the first nine months of 1914 to \$6,476 slabs in the 1915 period; shipments to the Continent of Europe decreased only from 20,382 to 17,543 slabs, while shipments to the United States and Canada increased from 22,704 to 46,127 slabs. The total shipments increased from 49,560 slabs in the 1914 period to 60,446 slabs for the 1915 period. A slab in all cases weighs 112 lb.

Shipments of matting to Great Britain during the nine months increased from 24,523 to 40,094 rolls, those to Continental Europe decreased from 80,176 to 14,771 rolls, and those to the United States and Canada decreased from 60,104 to 56,902 rolls. The total shipments decreased from 164,803 rolls for the 1914 period to 112,667 rolls for the 1915 period.

Exports of preserves, mostly ginger, to Great Britain decreased from 30,534 cases in the first nine months of 1914 to 32,298 cases in 1915; those to Continental Europe from 4,741 to 763 cases; and those to the United States and Canada from 3,905 to 1,543 cases. The total exports decreased from 39,180 to 26,004 cases.

SHIPMENTS OF SILK, CASSIA, ETC. Shipments of silk piece goods to Great Britain amounted to 160 cases, as compared with 152 cases for the first nine months of 1915; shipments to Continental Europe decreased from 234 to 140 cases, while shipments to the United States and Canada decreased from 604 to 260 cases. Exports of waste silk to Great Britain amounted to 8,191 bales compared with 7,630 bales in 1914; those to Continental Europe fell from 9,104 to 1,212 bales, and those to the United States and Canada increased from 5,103 to 13,482 bales. The total exports decreased from 22,458 bales for the 1914 period to 22,324 bales for the 1915 period.

Exports of cassia to Great Britain increased from 2,325 to 12,500 cases; those to Continental Europe decreased from 50,976 to 14,310 cases, and shipments to the United States and Canada increased from 23,114 to 44,975 cases. The total exports decreased from 76,415 to 72,987 cases.

There were increased shipments generally of soy, essential oils, bristles, gunny bags, and rattan and rattan ware, particularly to the United States.

There were decreases in exports of canes, china ware, human hair, feathers, hemp, firecrackers, tea, nut oil, and most miscellaneous Chinese produce.

EXPORTS TO THE UNITED STATES. While the large increase in declared exports to the United States of from \$3,269,517 to \$4,329,731 is accounted for largely by the greater exports of tin and rice, the former increasing from a value of \$634,841 to \$901,823, and the latter from a value of \$820,455 to \$1,679,403, there were increases in other lines. There was a decrease in the exports of fruits and nuts, accounted for by the decreased shipments of peanuts, and there were decreases in the

ATTENTION.

LANE, CRAWFORD & Co.

SOLE AGENTS FOR SPALDING'S ATHLETIC GEAR. SPORTS DEPARTMENT.

JUST ARRIVED: TENNIS RACKETS:

THE "IZ." THE "DOHERTY."
"GOLD MEDAL." "TOURNAMENT."

TENNIS POSTS. TENNIS NETS.

TENNIS BALLS:

SPALDING'S 1916 CHAMPIONSHIP TENNIS BALLS.

GOLF CLUB SHAFTS. CADDY BAGS.

BOXING GLOVES. PUNCHING BALLS.

BASEBALL GEAR:

BASEBALLS. BATS. MITTS. ETC.

TENNIS RACKETS RESTRUNG AND REPAIRED.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	...	\$6.00
Return	...	...	...	...	...	...
Single Fare by Day Steamer	...	...	...	...	...	10.00
Return	...	...	...	...	...	4.00
	...	...	...	...	...	8.00

HONGKONG TO CANTON, | CANTON TO HONGKONG.

TUESDAY, 7th MARCH, 1916.		8.00 a.m. KINSHAN.	
8.00 a.m. FATSHAN.	10.00 p.m. KINSHAN.	8.00 a.m. KINSHAN.	4.30 p.m. HONAM.

WEDNESDAY, 8th MARCH, 1916.		8.00 a.m. HONAM.	
8.00 a.m. HONAM.	10.00 p.m. FATSHAN.	8.00 a.m. FATSHAN.	4.30 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851 | S.S. TAI SHAN, Tons 2,006.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th MARCH, 1916.
The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.
Departure from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.
Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANDI. These vessels have superior cabins, accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [128]

exports of peanut oil, metals, and sea-grass furniture. Sugar, spirits, and tobacco also show decrease. The shipments of rattan and blackwood furniture increased by nearly 100 per cent. silk increased considerably, unspun oil and cassia oil showed material advances, and all through the list, increased activity over the same months of 1914, which were mostly before the war broke out, is shown.

EXPORTS TO THE PHILIPPINES. The increase in the value of the exports to the Philippines was due almost entirely to the increased shipments of rice, which, in fact, cover losses in practically all lines of trade. There were increased shipments of hard chemicals, matches, and cotton piece goods, but in every other item there was a loss. The exports of rice increased from a value of \$577,321 to \$2,600,240, and have been exceeded in a nine months' period only in 1912, when the exports from Hongkong for the first nine months were valued at \$3,312,708.

There was a distinct improvement in most lines of business during the closing months of 1915, more as a reaction from the depressed situation which has existed heretofore than by reason of any positive occasion for improvement. There is every reason to anticipate that the trade with the United States will be largely increased in the South China field as normal volume of business returns, for, aside from the great of American staples usually forming the bulk of American trade in this field, there is increasing demand for all lines of goods now to be had from Europe.

NEW ADVERTISEMENTS

TO LET.
For Six Months from 1st May.
FURNISHED, FOUR-ROOMED HOUSE,
"STONE HOUSE," No. 67, Mount Kellet.
For particulars apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 7th March, 1916. [284]

SHAMKIN, CANTON.
COMMODOUS OFFICES and Residential
Quarters to rent.
Apply—
BRITISH-AMERICAN TOBACCO
Co., Ltd.
Hongkong, 7th March, 1916. [386]

LOST.
A SMALL WHITE TERRIER with long
tail, lion's number 215. A reward
will be given for return of the dog to—
129, THE PEAK.
Hongkong, 7th March, 1916. [386]

NOTICE OF REMOVAL.
WE have This Day REMOVED Our
Offices and Show-rooms from the
First Floor to the Second Floor of 10, Des
Vaux Road Central.
(Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1916. [390]

THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
NOTICE.

I HAVE This Day RESUMED CHARGE
of the Company.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 1st March, 1916. [387]

THE HONGKONG LAND RECLAMA-
TION COMPANY, LIMITED.

I HAVE This Day RESUMED CHARGE
of the Company.
By Order of the Board of Directors,
MOWBAY S. NORTHCOLE,
Secretary.
Hongkong, 1st March, 1916. [370]

NOTICE.
WE have This Day appointed Mr.
WILLIAM GOLDENBERG to take
charge of our Showroom in the Hongkong
Hotel Building and to generally represent us
in Hongkong.
MUSTARD & COMPANY,
General Importers and Commission Agents,
Sole Distributors,
REMINGTON TYPEWRITER CO.,
Agents—YALE AND TOWNE MFG. CO.,
Hongkong, 1st March, 1916. [388]

NOTICE.
ALL Persons having Claims against Mr.
GUSTAV ENGEL, of Messrs. Wm.
MEYERINK & Co., are requested to file same
with the Liquidators before 16th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [1281]

NOTICE.
NOTICE IS HEREBY GIVEN that the
Undersigned has been admitted a
Partner in the YICK HING FIRM (德興行)
of No. 53, Bonham Street West, Merchants
and Commission Agents, as from the 1st day
of the 2nd Moon, Ping San year (4th March,
1916), and will assume the entire management
of the Firm on and after that date.
NOTICE IS ALSO GIVEN that as from
the said date all Bills of Exchange, Promissory
Notes and other Documents given by the Firm
must bear the Signature of the Undersigned.
All Claims against the present Partners in
respect of liabilities incurred on behalf of the
Firm on or before the 30th day of the 1st Moon,
Ping San year (3rd March, 1916), should be
sent to the YICK HING FIRM without delay.
CHAN LAI CHUN (陳麗泉).
Hongkong, 2nd March, 1916. [375]

NOTICE.
IN view of the refusal of LOCAL BANKS
to accept Comprodor Orders, the
undereigned Lines request Passengers
and Shippers to pay all accounts for freight,
passage money, etc., by cheque or cash on
and after 1st March, 1916:
P. & O. S.N. COMPANY,
Messageries Maritimes Cie.,
OCEAN S.S. CO., LTD.,
CHINA MUTUAL S.S. CO., LTD.,
"ELDERMAN" LINE,
CANADIAN PACIFIC OCEAN SERVICES, LTD.,
BANK LINE,
TOYO KAISEN KAISHA,
NIIPPON YUSEN KAISHA,
OSAKA SHOKEN KAISHA,
"GLEN" LINE,
"BEN" LINE,
"SHIRE" LINE,
DODWELL & CO., LTD.,
ROYAL MAIL STEAMSHIP LINE,
JAVA-PACIFIC LINE,
JAVA-CHINA-JAPAN LINE,
CHINA MAIL S.S. CO.,
EAST ASIATIC CO. OF COPENHAGEN,
RUSSIAN EAST ASIATIC S.S. CO.,
SWEDISH EAST ASIATIC CO. OF COPENHAGEN,
AMERICAN ASIATIC S.S. CO., LTD.,
AMERICAN & MANCHURIAN LINE,
AMERICAN & ORIENTAL LINE.
Hongkong, 4th March, 1916. [381]

EIGHT PER CENT. MILITARY LOAN.
Second Drawing on February 20th.

NOTICE IS HEREBY GIVEN that the
Second Drawing for Repayment of the
Eight Per Cent. Military Loan Bonds will
take place in Peking on February 20th,
on which occasion \$1,150,000 worth of Bonds
will be drawn for repayment. When the
drawing is over, the numbers of drawn bonds
will be published in the Government Gazette.
MINISTRY OF FINANCE.
Canton, 23rd February, 1916. [390]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.
THE THIRTY-EIGHTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the above Company will be
held at the Offices of the General Agents,
Fiddler's Street, on WEDNESDAY, the 29th
March, at 11.30 a.m., for the purpose of
receiving the Report and Statement of
Accounts for the year ending 31st December,
1915.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 29th
March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 2nd March, 1916. [368]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE FORTY-SEVENTH ORDINARY
MEETING OF SHAREHOLDERS will be
held at the Offices of the Undersigned at
Noon on TUESDAY, the 28th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 28th
instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 2nd March, 1916. [370]

DOUGLAS STEAMSHIP COMPANY
LIMITED.

SHARE CERTIFICATE No. 2965, dated
6th May, 1909, of Thirty Shares numbered
8115 to 8139 inclusive and 18502/18506 inclusive,
standing in the Register in the name of Dr.
JOSEPH WHITTLESEY NOBLE, having
been LOST. Notice is hereby given that unless
the said certificate be produced at the Office
of the Company, 20, Des Vaux Road, Central,
Hongkong, on or before the 10th day of March,
1916, a New Certificate for the said Shares
will be issued and the old Certificate will
thereafter be held by the Company as null and
void.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH
TUG AND LIGHTER CO., LTD.

LOST.
APPLICATION has been made to this
Company to issue Duplicate Certificate
of 30 Shares in this Company in the name of
YUEN CHEONG or other Certificate or
Certificates in lieu thereof upon Statement
that the Original Certificate No. 39, Thirty
Shares numbered 7759/7768 dated 18th August,
1910, has been LOST or DESTROYED, and
NOTICE IS HEREBY GIVEN that if within
30 days from the date hereof no claim or
representation in respect of such Original
Certificate is made to the Company, the
Undersigned will then proceed to deal with
such application for duplicate.
For the HONGKONG STEAM LAUNCH TUG
AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [259]

INTIMATIONS
BLUE CROSS
FUND.
HORSES IN WARTIME.
THE HONGKONG AMATEUR
DRAMATIC CLUB

PRESENTS
"THE ANGEL IN
THE HOUSE."
A COMEDY IN 3 ACTS.
BY B. MACDONALD HASTINGS
AND
EDEN PHILLIPOTS,
Last Year's Great London Success.

THIRD AND FINAL
PERFORMANCE.
On SATURDAY, 11th MARCH, at 2.15 P.M.
Soldiers and Sailors in uniform admitted
at Half-Price.
BOOKING AT MOUTRIE'S.
PRICES: \$4, \$3 AND \$2.
BLUE CROSS FUND.
Hongkong, 8th March, 1916. [369]

PUBLIC LECTURE
on the
HONGKONG CURRENCY PROBLEM.

MR. J. M. XAVIER has kindly consented
to deliver a LECTURE to be followed
by a Discussion, on the above subject, at the
CITY HALL, on FRIDAY, the 10th March, at
5.15 P.M.
Ladies and Members of the Public are
invited.
H. E. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 4th March, 1916. [379]

FOR SALE.
RICHMOND HOUSE, No. 145, Barker
Road.
Also,
"DUNO" TAILOR, No. 31, Al. Road.
H. WINGS & M. STINGS,
Solicitors.
Hongkong, 4th March, 1916. [391]

HOUSES TO LET

TO LET—FURNISHED.
From Mid-April, 1916.
CRAIGMIN EAST, 180, PRINCE, Moderate
rent. Year or longer.
Apply—
T. K. DEALY,
Craigmin East, or
Queen's College.
Hongkong, 4th March, 1916. [377]

TO LET.
NO. 1, TOGO TERRACE, Kennedy Road.
Apply—
LI FUK TSAU,
Care of Messrs. WILKINSON & GRIER,
8, Queen's Road Central.
Hongkong, 1st March, 1916. [365]

TO LET.
NEWLY-BUILT FLATS, in SAIFEE
TERRACE, Nathan Road, also,
SIMILAR FLATS in Jordan Road, Kowloon.
Rents very moderate.
Electric Light and Gas installed.
Apply to—
KAYAMALLY & Co.,
5, D'Almeida Street.
Hongkong, 1st March, 1916. [366]

TO LET—AT THE PEAK.
FURNISHED, No. 3, Mountain View.
Apply—
H. E. POLLOCK,
Princes Buildings.
Hongkong, 25th February, 1916. [333]

TO LET.
OFFICES, 5, Duddell Street, now in
occupation of Messrs. Radecker & Co.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 17th February, 1916. [395]

TO LET—FURNISHED.
NO. 5, MORRISON HILL, 6-Roomed
House, 4 Bedrooms and 4 Bathrooms.
Vacant from 1st March.
Apply—
HARRY WICKING & Co.
Hongkong, 3rd February, 1916. [235]

FURNISHED FLATS.
THE Undersigned are prepared to furnish
some of the Tregunter Mansions (May
Road) Flats to suit intending tenants. These
Flats have first-class appointments which
include English Baths and Kitchen ranges,
hot water supply and water-closets. They
are of two kinds, viz.: Flats with 2 Bedrooms
and 2 Sitting Rooms and Flats with 3 Bed-
rooms and 1 Sitting Room. The latter are
especially suitable for Bachelors. Arrange-
ments could be made if desired for the use,
in common with certain other tenants, of the
adjoining fresh water swimming bath.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings.
Hongkong, 28th January, 1916. [205]

TO LET.
A splendid set of OFFICE ROOMS on the
First Floor of No. 10, Des Vaux Road
Central (above the Robinson Piano Co.),
comprising Three Large and Two Small Rooms
with Out-houses and Servants' Quarters. The
Premises are being thoroughly repaired and
renovated. Centrally located in the vicinity
of the Banks and Shipping Offices. Rent
moderate.
Apply to—
MOW FUNG & Co.,
10, Des Vaux Road Central.
Hongkong, 18th February, 1916. [302]

TO LET.
NO. 11, GAGE STREET, immediate posses-
sion.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.
A HOUSE in Knutsford Terrace,
Kowloon.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [27]

TO LET.
RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, etc. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON &
HARSTON.
Hongkong, 19th October, 1915. [80]

TO LET.
TWO ROOMED-FLATS in Nathan Road,
Kowloon.
THREE-ROOMED FLATS in Humphrey's
Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road,
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water Carriage Systems. A few
Flats specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.
FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings.
Hongkong, 29th December, 1915. [277]

TO LET.
OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Vaux Road Central.
HOUSES in CLIFTON GARDENS,
Conduit Road.
NEW HOUSES in Broadwood Terrace,
HOUSES at the Peak.
NO. 1, MORETON TERRACE, Cassway
Bay.
GO-DOWNS, at Wan-chai.
Nos. 1, 2 and 3, WEST END TERRACE
CANTON.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [32]

INTIMATION

WE HAVE RECEIVED

NEW STOCKS OF

JEFFREY'S
PILSENER
BEER

(BREWED IN SCOTLAND).

A. S. WATSON &
CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

Hongkong Office: 10a, Des Vaux Road, C.
London Office: 121, Fleet Street, E.C.

The Daily Press.

Hongkong, 7th March, 1916

CHINA'S COMPLICATED
CURRENCY.

ONE of the lessons that life in the East
teaches is—if we would only recognize the
fact—the readiness with which one grows
so accustomed to absurdities that they
become almost a part of one's normal
existence. Currency is one of the best
instances of this. In England we should
think a man insane who wanted twenty-five
half-pennies for a shilling; in Hongkong
we should have even a worse opinion of
a money-changer who wanted us to be con-
tent with one hundred copper cents or ten
ten-cent pieces for a silver dollar or a
dollar note. We do not propose to go into
the vexed question of Hongkong currency
—that is dependent on the terrible
complications of Chinese currency, and if
a satisfactory and scientific system were
put into operation in China the vagaries
of our own coinage would soon be a thing
of the past—but a recent article in the
Board of Trade Journal by Mr. KEE, the
Commercial Attaché at Peking, attracts
attention to the vexed question of China's
currency system. There is no need to ex-
patriate on the complications caused by
the constant fluctuations between dollars,
taels, cash, and ten-cent pieces, as well as
by the varying value of dollars from differ-
ent mints; that is all an old story, and
will probably continue, in spite of China's
Treaty obligations to unify her coinage
system, for many years yet, as long as the
provincial mints find that they can make
a substantial profit by manufacturing
their own coins, or as long as tax collectors
are allowed to enrich themselves by trans-
ferring sums of money from cash to taels
and vice versa at arbitrary rates fixed by
themselves. For their ultimate solution all
these problems depend on the possibility
of establishing a real central government
in China—a government that will be able
to reduce the semi-autonomy of the pro-
vinces, symbolized in issuing their own
coinage, and that will also be able to pro-
tect its own currency. The intrinsic value
of twelve English pence may not be equal

to that of a shilling, nor that of forty
shillings to that of two sovereigns, yet they
are respectively accepted as equivalent,
proximately because the law of the land
requires it, but really because the govern-
ment-made coins are all of a fixed standard
and because the risk of forgery has been
reduced to a minimum. This, like so many
of the other problems that beset China,
turns for its solution on the general reform
of the body politic, and on the establish-
ment of an efficient central government
that will really govern. But in the mean-
time there are other complications that
require straightening out. The trouble
in which Kwangtung was involved two
years ago, on account of the heavy depre-
ciation of its paper coinage, will be remem-
bered—at all events by Europeans; though
present indications would make it seem
doubtful whether the lesson has made such
an impression on Chinese minds as will
prevent a recurrence of it. It was at that
time demonstrated in a practical manner
that the dangers of a devaluated and irre-
deemable paper currency are not only finan-
cial and economic, but that there may also
be far-reaching political consequences. In
the case of Kwangtung, trade was
paralysed by the uncertainty of the stand-
ard of payment, and there was also an
ever-present danger of a mutiny of the
troops. Thanks to external assistance,
China survived this very grave crisis, but
the same state of affairs persists to this
day on a minor scale in other provinces,
notably in Hunan and Manchuria, and
any political disturbance that interfered
temporarily with the finances of those pro-
vinces might so aggravate the problem that
another crisis would be occasioned. This
was illustrated a short time ago in Faku-
men, where the rumour of an accident to
the local commandant occasioned a panic
and consequently a run on the bank; a
large surplus of irredeemable paper money
was revealed, and the value of the notes
fell to such an extent that it was only by
military pressure that they were kept in
circulation until funds were obtained from
other sources. This reproduces in *petto*
the troubles of Kwangtung, and there
must be dozens of other cities where it
needs only some slight incident to start a
similar panic. The question of the reform
and unification of China's currency bristles
with complications, and, as Mr. KEE re-
marks, "it is one thing to promise to take
the necessary steps for a reform of this
kind, and another thing, even with the
best intentions, to carry it through to a
successful conclusion." This hardly ap-
plies, however, to the paper currency.
The experience of Kwangtung has shown
the dangers of irregularity in that connec-
tion, but Kwangtung has also shown that
the restoration of matters to a proper foot-
ing is not an impossible task. In that
case, the terrible state that matters had
reached before redemption was begun ren-
dered the operation a costly one; in the
other provinces the issue of notes has
already been checked so that bounds have
been set to the danger, but the recent
incident at Faku-men shows that the danger
will not be passed until steps have been
taken to withdraw the surplus paper money
which is still in circulation.

Mails for Europe via Siberia close
today at 11 a.m. and at 3 p.m.
The P. and O. homeward mail steamer
Karmala, with the Hongkong mail of the
28th January last, arrived at Marseilles
on the 2nd instant.
The P. and O. outward mail steamer
Albatross, with the London mail of the
25th February last, arrived at Port Said
on the 4th instant.
The annual two weeks' financial and
membership campaign in connection with
the Chinese Y.M.C.A. closed on Saturday.
The amount received was \$10,800. This is
\$2,500 more than was received in 1914 and
\$4,000 more than in 1915.
Mr. W. Russell, No. 17, Knutsford
Terrace, Kimberley Road, has reported
that on Friday night some person entered
the sitting room of the house and stole a
silver flower stand, a silver sweet bowl, 7
silver spoons, and two white cotton table
covers, of the total value of \$80.
The Bishop of Victoria asks us to say
the first of his Lent Lectures will be given
to-morrow, Ash Wednesday, at 10.45 a.m. in
the Cathedral. Subsequent ones will be
on Wednesdays at the same hour in his
private chapel at St. Paul's College. The
subject is "Some present day needs of the
Church." "A sense of sin." "Conviction
on Christian truth." "Love to God." "Self
Sacrifice." "Unity" and "Enthu-
siasm."

THE WEIGHT OF LAW.
APPEAL TO THE FULL COURT.
So many law volumes were used by the
four counsel engaged in the Yue Hing
appeal case at the Full Court of two
judges yesterday that the benches on
either side of the barristers' table had to
be utilised. At one time there were 84
law books on the barristers' table.
The appeal is against a decision of the
Chief Justice in a petition for the wind-
ing up of the Yue Hing Co., which was
formed in 1912 for the purpose of dealing
in opium. The allegations contained in
the petition are that no statutory meeting
had been held since the incorporation of
the Company, and that Lee Hysan, the
managing director, had "exercised over-
whelming influence," that he had also been
guilty of a breach of trust and fraud in
the management of the Company's affairs,
and that he had caused a deadlock.
Mr. Potter mentioned that the Chief
Justice found that there was no deadlock,
but he decided that he could not find, as a
fact, that no statutory meeting had been
held. Therefore, on those grounds the
motion was granted. The whole of yester-
day's hearing was occupied by Mr. Potter
in referring to the law on the case.
Mr. C. G. Alabaster and Mr. Eldon
Potter (instructed by Mr. C. E. H.
Beavis, of Messrs. Wilkinson & Grier),
are for the respondents, and Mr. E. H.
Sharp, K.C., and Mr. F. C. Jenkins
(instructed by Mr. A. H. Crew, of Messrs.
Hastings & Hastings) represent the Yue
Hing Co.

THE SHIPBUILDING STRIKE.
MEN NOW RETURNING TO WORK.
The disaffection at the Taikoo and Kow-
loon yards, which has resulted in an almost
complete stoppage of work for the past
fortnight shows signs of subsiding. In-
quiries made yesterday went to show that
about 60 per cent. of the men who "downed
tools" have returned, and the work is
now proceeding as usual in the majority
of the departments.
A *Daily Press* representative also dis-
covered the cause of the dispute. It seems
that the Chinese foremen in the ship-
building yards are in the habit of deduct-
ing 17 cents from each dollar earned by
the men under them. A disagreement arose
in connection with this, the men took the
matter to their Guilds and the boiler-
makers and platelayers were ordered to
leave work. Negotiations were at once
commenced as between foremen and men,
and a more satisfactory arrangement has
now been arrived at with the result men-
tioned above. At one time the strike as-
sumed a distinctly ominous attitude, and
attempts were made by the more aggressive
of the strikers to take the law into their
own hands with regard to the foremen. As
a consequence, the usual police supervision
at the dockyards was increased and other
necessary precautions taken. These addi-
tional guards have now been removed, and
the indications are that the strike will be
completely settled this week.

"THE ANGEL IN THE HOUSE."
ANOTHER SUCCESSFUL
PERFORMANCE.
The Hongkong Amateur Dramatic Club
gave another most successful performance
of "The Angel in the House" at the
Theatre Royal last evening, to a large
audience. Throughout the acting was a
distinct improvement upon the opening
night, and that awkward hesitancy which
so often mars amateur histrionics was never
so apparent. It was a very bold step
on the part of the local A.D.C. to attempt
what has been most aptly described as a
Gilbert and Sullivan opera without the
music; an Ariel of a play in which those
taking part have to endeavour to be very
human in characters which have been creat-
ed to support a mere phantasm. The diffi-
culties of the task were revealed more than
once on Saturday night, but at last night's
performance these little edges had been
rounded off, and the whole production
went through in a most praiseworthy man-
ner. "The Angel" is the moving spirit
throughout the piece. When he is not
present and engaged in running his
fantastical head against rigid, almost sta-
tuesque, orthodoxy, the play is a very
empty affair. Such a responsible rôle
could not have been better placed, and, as
on the first night, Mr. Sinclair gave a
clever and thoroughly appreciative inter-
pretation of the young and very ardent
faddist. All the other parts were ably
sustained, and the whole production re-
flected the greatest credit on all con-
cerned.

THE WAR.

FRENCH IMMOVABLE.

ENEMY UNABLE TO GAIN AN INCH.

MOUNDS OF CORPSES.

LIEBKNECHT'S LASH.

FIERCE OUTBURST IN PRUSSIAN DIET.

BRILLIANT BRITISH FEAT AT YPRES.

"MOEWE" REACHES GERMAN PORT.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GIGANTIC VERDUN BATTLE.

BOMBARDMENT CONTINUED.

PARIS, March 6th.
4.45 p.m.

To-day's *communiqué* says:—The bombardment of the various sectors in the Verdun region continued fairly actively during the night, but the Germans did not attempt an infantry action.

The enemy exploded a mine at Les Pargos, but was unable to occupy the crater.

DESPERATE FIGHTING FOR DONAUMONT.

ATTACK NEAR POIVRE HILL STOPPED.

PARIS, March 6th.
1.35 a.m.

Last evening's *communiqué* says:—North of Verdun there was a very violent cannonade all day on the left of the Meuse, at Hill 304, and the Hill of Oie. The enemy on the right bank of the Meuse after intensely bombarding Haudremont, Wood, east of the Poivre Hill, delivered an attack which was stopped by machine-gun and rifle fire. The Germans in the morning had succeeded in gaining a footing in the village of Douaumont, whence we had driven them the previous evening by a counter-attack. Desperate fighting continues for the possession of the village, the fortunes alternating from ebb to flow.

There was moderate artillery activity in the Woëvre.

We captured several elements of trenches at Lorraine, near Thiville Ponds, taking prisoners, two machine-guns, and a trench mortar.

An attempt by the enemy to expel us from a crater in Artois was repulsed.

We bombarded enemy works in Argonne, destroying shelters.

STRUGGLE EXTENDED.

VIGOROUS ATTACKS ON FRENCH LINES.

PARIS, March 6th.
5.00 p.m.

To-day's *communiqué* says:—The struggle, which hitherto was localised to the village of Douaumont, has been extended. The Germans at dusk very vigorously attacked our lines from Bois Haudremont to Fort Douaumont, which was repulsed by our curtain of fire and rifle fire.

The bombardment continued throughout the night with some intensity along the whole front eastward of the Meuse and westward of Mort Homme and Cote de Loie.

Our artillery at Lombertzyde wrecked German trenches. Our batteries in Argonne fired numerous salvos on the enemy trenches and communications, starting a fire at Bourenilles.

FRENCH COMMANDER AT VERDUN.

The French Commander at Verdun is General Petain, who was on the eve of retiring, with the rank of Colonel, at the outbreak of war. He is physically most active and is adored by his soldiers.

[THROUGH REUTER'S AGENCY.]

FURIOUS BUT FRUITLESS EFFORTS.

ALL EXPEDIENTS FAIL AGAINST HEROIC FRENCH.

PARIS, March 6th.
6 p.m.

The battle of Verdun was most furious throughout yesterday, but the evening found the position of the adversaries unchanged. The enemy continued his maximum efforts in the village of Douaumont, and tried every expedient of frightfulness, but they were powerless against the heroic French resistance.

The losses of the Germans are most disproportionate, their expenditures of energy far exceeding those of the French, whose reserves of men and munitions are ample for all emergencies. The two days' onslaught in the second phase of the battle was not marked by even the slightest advance. Moreover, the enemy has no longer the advantage of surprise, while the ground is so torn up by the ceaseless bombardment that it cannot be organised scientifically.

The German survivors are fatigued, and fresh troops are demoralised at the sight of the mounds of corpses, some 50,000 of which are lying in front of the French lines. Hence the issue is awaited in Paris with not the slightest anxiety.

GERMANS UNABLE TO GAIN AN INCH.

PARIS, March 6th.
6.30 p.m.

A semi-official statement says the situation before Verdun is stationary and satisfactory. The enemy is fiercely but fruitlessly endeavouring to dislodge us from the outskirts of the village of Douaumont, which we hold strongly. The Germans plastered the sector between Bois Haudremont and Douaumont with shells of all calibres but were unable to gain an inch. This failure to make progress justifies an increase in our confidence of victory.

RESPIRE FOR ENEMY INFANTRY.

GUNS MAINTAIN VIOLENCE OF FIRE.

PARIS, March 6th.
1.25 a.m.

Last evening's *communiqué* says:—Our batteries effected the destruction of enemy works north of Soissons and bombarded enemy works at various places in Argonne. There was a most violent bombardment north of Verdun, notably between Bois Haudremont and Fort Douaumont. The enemy, however, did not renew the attack. There is no change in the village of Douaumont, of which we hold the immediate outskirts.

A German attack on our advanced positions in the wood east of Vacher-au-Ville was completely repulsed.

The *communiqué* adds:—There has been a heavy bombardment in the Woëvre region, at Fresnes and Haudremont. Our artillery was most active along the whole front, and cannonaded the enemy marching north of Vacher-au-Ville, near Bois Fosses, and the outskirts of Louvemont.

A French aeroplane last night dropped several bombs on the station at Confans, where there was the greatest activity.

[THROUGH REUTER'S AGENCY.]

GERMANS HURLING 400,000 PROJECTILES DAILY.

PARIS, March 6th.

It is estimated that the Germans are hurling 400,000 projectiles daily at the French lines before Verdun.

MORE GERMAN CLAIMS.

LONDON, March 6th.

A Berlin *communiqué* claims the capture of another 37 guns and 75 machine-guns at Verdun, and 1,000 prisoners at Douaumont.

SHARP GRENADE FIGHTING ON BRITISH FRONT.

LONDON, March 6th.

A *communiqué* says:—During the night there was sharp grenade fighting in the mine craters north-east of Vermelles. All the craters remained in our hands.

LONDON, March 6th.

A further *communiqué* says:—Grenade fighting continued on Saturday night in the craters north-east of Vermelles.

There has been enemy activity about Loos and north-east of Ypres.

The situation on the Ypres-Comines Canal is quiet. We retain the ground gained on the 2nd inst.

POWER OF BRITISH RESOURCES.

CLEARLY MANIFESTED IN RECENT FIGHTING.

LONDON, March 6th.

Reuter's Correspondent at Headquarters says the recapture of the "International" trench bluff in the Ypres salient on the 2nd inst. was even more brilliant than was at first thought. The Germans had feverishly consolidated themselves therein. The British infantry assault was delivered at 4.30 in the morning and the Germans were discovered packed in dugouts and craters, hiding from the terrible artillery preparation. Five officers and 250 men were taken prisoner. Our casualties were surprisingly light.

Several counter-attacks since attempted bloodily failed. The ever-increasing power of the British resources was clearly manifested. The two days' fighting has been more costly to the enemy than any recent action on the British front.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH STEAMER SUNK.

LONDON, March 6th.

The British steamer *Teutonian* has been sunk. The crew have been landed.

GERMAN CORSAIR REACHES HOME PORT.

AN EVENTFUL CRUISE.

AMSTERDAM, March 6th.

A Berlin *communiqué* says the *Moewe* arrived yesterday at "some Home port" after a successful cruise, with four British officers, 29 blue-jackets, and 168 sailors from merchantmen she had sunk, and 1,000,000 marks' worth of gold bars.

The *communiqué* gives the names of 14 vessels the *Moewe* sank or sent to neutral ports, including those of two new victims, the *Saxon Prince* and the French steamer *Maroni*.

The *communiqué* concludes:—At several points on the enemy coast the *Moewe* laid mines, to which the battleship *King Edward VII.* was one of the victims.

NEW CHIEF OF FRENCH NAVAL STAFF.

PARIS, March 6th.

Vice-Admiral Lebon has been appointed Chief of the Naval Staff.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SHARP FIGHT AT ILLUKST.

BRISKNESS ALONG ENTIRE FRONT.

PETROGRAD, March 6th.

A *communiqué* says:—We exploded fourteen mines near Illukst, and desperate fighting occurred for the craters. We occupied six.

The Germans made a violent attack a few miles east of Baranovitch, which was repulsed.

There is generally a briskness along the entire front.

[THROUGH REUTER'S AGENCY.]

STORMING OF BITLIS.

VALUABLE BOOTY.

PETROGRAD, March 6th.

The official details of the capture of Bitlis show that the Russians attacked, without firing a shot, at night during a snowstorm. They charged with the bayonet, dislodging the Turks, after a desperate resistance.

A Turkish artillery position was captured by means of close fighting and all the defenders were killed.

During the pursuit of the enemy, the Russians captured twenty new Krupp guns, in good condition, and sabred and captured many Turks.

A large artillery and munitions depot was captured at Bitlis.

PURSUIT OF TURKS.

PETROGRAD, March 6th.

A *communiqué* says the pursuit of the Turks in the Caucasus continues.

ANOTHER SUCCESS IN PERSIA.

PETROGRAD, March 6th.

A *communiqué* says the Russians have captured Bidjar, 70 versts north-west of Hamadan.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

GRAVE SITUATION IN CONSTANTINOPLE.

ATTEMPT ON LINE OF ENVER PASHA.

ATHENS, March 6th.

Diplomatic advices show that Enver Pasha was wounded in the attempt on his life.

The Duke of Mecklenburg, in view of the gravity of the situation, telegraphed the Kaiser urging the dispatch of reinforcements to Constantinople.

WILL THE STRAITS BE OPENED?

ATHENS, March 6th.

There is no further news of Enver Pasha, but a Berlin message, saying he is visiting the Holy Places in Palestine, is significant. If the news of the attempt on his life be true, the happening is likely to have very important consequences.

There is sensational information from a private source that the Turks are removing the mines in the Dardanelles, evidently preparatory to opening the Straits.

SUEZ CANAL DEFENCES.

SPLENDID DISPOSITIONS AND INSTALLATIONS.

CAIRO, March 6th.

Members of the Assembly visited the Suez Canal defences and the great military camp. They admired the splendid dispositions and installations and returned with an ineffaceable impression of the solidity of the defences and the adequacy of the forces should the enemy be foolish enough to attempt an attack. The visitors also watched the evolutions of warships in the Canal and aeroplanes overhead.

GENERAL.

[THROUGH REUTER'S AGENCY.]

"EUROPE TEARING ITSELF TO PIECES."

POPE AGAIN APPEALS FOR PEACE.

ROME, March 6th.

His Holiness the Pope, in a new appeal for peace, says that he cannot witness in silence Europe tearing itself to pieces. His Holiness repeats his proposals that each belligerent should declare its desires, but should be ready to make sacrifices, resulting in lasting peace, which would be just to all.

NEW AFRICA MEDAL.

LONDON, March 6th.

An official statement says a new Africa General Service medal will be instituted to commemorate the native operations in East, Central and West Africa, which will be granted to the forces under Colonel Cubitt for operations at Shimbir-Borris on November 19th to 25th, 1914, and February 2nd to 9th, 1915, and also for operations under Colonel Shire in Nyasaland from January 24th to February 17th, 1915.

[THROUGH REUTER'S AGENCY.]

FIERCE OUTBURST IN DIET.

GERMAN SOCIALIST'S WARNING.

AMSTERDAM, March 6th.

In the Prussian Diet, Dr. Liebknecht, in the course of a fierce outburst against the Censorship, said the mention of trials of peace demonstrators and food rioters had been prohibited. The population was ignorant how these were growing. He denounced the atrocities by the German troops in occupied territories and the release of the jail-birds to join the Army, where already there were masses of men of hideous lasciviousness. He dwelt on the political persecution, and said that already hundreds had been imprisoned and were not allowed to consult lawyers. A new police department had been inaugurated to deal with peace propagandists.

Dr. Liebknecht caused a scene by affirming that these conditions were breeding revolutionists. Cries for help from the prisons, from slaves in distress, were stifled to-day, but one day they would be heard to rouse mankind to a Holy War for peace. Dr. Liebknecht was describing the reign of terror in Austria when the debate was closed.

ANOTHER ZEPPELIN RAID.

TWO VISIT NORTH-EAST COAST.

LONDON, March 6th.

The Press Bureau announces that two Zeppelins raided the North East coast on Sunday night. Their movements up to the present have not been clearly defined. Some bombs were dropped in the sea near the shore, but it is not known whether any damage was done on land.

PRO-GERMANS DISCOMFITED.

AT VOTE OF AMERICAN SENATE.

WASHINGTON, March 6th.

President Wilson's victory surpassed expectations. The Senate, by a majority of 68 votes to 14, rejected all resolutions urging a more pacific course towards Germany.

The galleries of the Senate were crowded, and the scenes witnessed have not been paralleled since the declaration of war with Spain.

The Foreign Affairs Committee of the House of Representatives recommends procedure on the armed merchantmen controversy, similar to that adopted by the Senate.

NEW YORK, March 6th.

The pro-Germans are much discomfited by the Senate vote, especially as a similar defeat is likely in the House of Representatives. Comment on the subject, summed up, is that the Senate has shown that the Foreign Affairs of the United States are still in the hand of the President and not of the Kaiser.

EXPLOSION AT FRENCH POWDER FACTORY.

MANY CASUALTIES.

PARIS, March 6th.

Twenty-two persons were killed and sixty-six injured in an explosion at a powder factory at Courneuve.

KING'S DERBY HORSE FOR CANADA.

OTTAWA, March 6th.

His Majesty the King has presented Amner to the Canadian Government, for remount breeding.

Amner is the horse which killed a suffragette on Derby Day in 1913.

YOUNG MARRIED MEN CALLED UP.

LONDON, March 6th.

A Proclamation calls up eight groups of married men, from 19 to 29 years of age.

LORD FISHER ON THE WAR COUNCIL.

LONDON, March 6th.

The *Daily Chronicle* says there is reason to believe that Lord Fisher has been appointed a member of the War Council.

[HAVAS SERVICE.]

EXPLOSION IN POWDER MAGAZINE.

PARIS, March 3rd.

An explosion destroyed the right wing of the powder magazine called the "Double Crown" at St. Denis, near Paris. The victims, both killed and wounded, are numerous.

FRENCH STOCK RISING.

PARIS, March 3rd.

French Stock now stands at:—3 per cent. Fcs. 62.40; 5 per cent. Fcs. 88.25, and now rising, a significant fact after the Battle of Verdun.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

HEAVY FIGHTING.

REBEL TROOPS DEFEATED AT EVERY POINT.

PEKING, March 6th.

An official announcement states that Commander Feng Yu-shiang's troops attacked Suifu on March 1st, encountering determined resistance from 2,000 rebel infantry with artillery, and 1,000 local bandits. After twenty-four hours' fighting the Loyalists captured important strategic points, finally crossing the river. The rebels retreated, leaving over a hundred killed and wounded, fifty prisoners and a large quantity of rifles and supplies. The citizens welcomed the Government troops, who have not yet entered the city, preferring to occupy important positions outside as a precautionary measure against the return of the rebels. The Government troops also scored victories in Liu Lo-ping and Ching Yang-shih after two days' furious fighting. The rebels suffered heavy losses, and fled in the direction of Tung-shi and Kan-shui.

SHIPPING NOTES.

MERCHANT VESSELS UNDER CONSTRUCTION.

The returns compiled by Lloyd's Register of Shipping, which only take into account vessels of 100 tons and upwards, the construction of which has actually begun, show that, excluding warships, there were 420 vessels of 1,263,500 tons gross under construction in the United Kingdom at the close of the quarter ended 31st December, 1915.

The tonnage now under construction in the United Kingdom is about 173,000 tons less than that which was in hand at the end of last quarter, and about 234,000 tons less than the tonnage building 12 months ago. It will be understood that the rate of progress in merchant ship construction continues to be very much reduced in the present circumstances and that the immediate output will be considerably less than that which would be obtained under normal conditions.

ENTENTE POWERS AND BALKAN CAMPAIGN.

ITALIAN MINISTER'S STATEMENT.

Signor Barzilai, Minister without portfolio, speaking at a meeting of the Pro Patria Association, said the fall of Serbia and Montenegro, which, unfortunately, had been almost inevitable, following upon that of Belgium, had increased in a singular degree the bitter task of the Quadruple Entente, if victory was to bring with it the unflinching accomplishment of all its duties, ideal and moral. The sad epilogue to-day, he said, was definitely decided when, in face of the Austro-German menace in the Near East, the Allies failed in setting a common and far-reaching programme in the Balkans. This was openly acknowledged by one of the Allied Ministers. Another Minister loyally recognised that Italy was certainly not the most responsible as regards this want of foresight with reference to the events which were in course of preparation. It was a great delusion to suppose that after the defeat of Serbia it would be possible, by rendering tardy and inadequate assistance, to avert the fate of Montenegro. It was a very great delusion to think that one could save Lovchea without saving the whole kingdom. Although this transitory violation of an heroic country constituted a mournful feature on the debit side of the common balance-sheet, the over-rating of the importance of Mount Lovchea was due to foreign influences.

Cattaro, Signor Barzilai continued, was and remains a natural harbour of the first order, capable of accommodating the whole Austrian fleet, in spite of a possible menace from the top of Mount Lovchea. The barracks at Cattaro are visible from Mount Lovchea, but during the sixteen months of the war artillery of medium calibre (guns of large calibre could never be brought there, because there are no proper roads) placed on the mountain never succeeded in doing any damage to them. If the means for completely saving Montenegro were wanting (and such an operation would require 200,000 or 300,000 men and an effort six times greater than that necessary to convey the same forces on national territory), Lovchea, armed or unarmed, would anyhow have fallen with the rest of the territory into the hands of the enemy. The inevitable success of the Allies will nullify the results of this bold stroke and of others still more remarkable which the enemy has accomplished in view of the need for hastening peace.

But in order that the incontestable superiority of the Quadruple Alliance in men, economic and financial resources, arms, and ships may be no longer paralysed, it is necessary. Happily, there is every indication that the conception of a single front, a single war, and a common aim has made great progress in face of the unfortunate experiences we have suffered. Our common enemy can no longer count on an inadequate co-ordination of effort, material and moral, on the part of the Allies—an effort so superior to his own that when he is abandoned to his own resources his defeat will be inevitable. Signor Barzilai was vociferously applauded.

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGH
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

SHIPPING.

ARRIVALS.

AMHUI, British str., from Canton, 6th March.
ANNA, Norwegian str., 1,017, A. Arntsen, March 4th—Bangkok February 25th Rice—Thorsen & Co.
DAOFIN, Norwegian str., 897, Thorsen, March 6th—Saigon February 28th, Rice—Thorsen & Co.
HANAMET, American str., 2,093, K. M. Klausen, March 4th—Saigon February 28th, Rice—Order.
HALVARD, Norwegian str., 1,006, C. Beck, March 4th—Macassar, General—Thorsen & Co.
HOPBANG, British str., from Canton, 6th March.
LOONGSANG, British str., 1,999, W. G. C. Leask, 6th March—Manila 3rd March, General—Jardine, Matheson & Co.
MYOONIAN MARU, Japanese str., 1,740, K. Munakata, 6th March—Wakamatsu 29th February, Coal—Mitsui Bussan Kaisha.
NANYO MARU, Japanese str., 1,919, K. Takemachi, March 4th—Mojji February 29th, Coal—Mitsui Bussan Kaisha.
SINKIANG, British str., 1,616, C. C. Williams, March 5th—Shanghai March 2nd, General—Butterfield & Swire.
PROTEUS, British str., 6,118, A. Braithwaite, March 5th—Shanghai March 2nd, General—Butterfield & Swire.
YODO MARU, Japanese str., 1,350, T. Hashimoto, March 4th—Wakamatsu February 29th, Coal—Order.
UNDA, British str., 870, Evans, March 4th—Taketoya, February 29th—Asiatic Petroleum Co.

DEPARTURES.

March 6th.
HAIMUN, British str., for Swatow.
PINGSUAY, British str., for Singapore.
SINKIANG, British str., for Canton.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
March 6th.
HOPBANG, British str., for Swatow.
HOIKOW, British str., for Shanghai.

LATEST STEAMER MOVEMENT.

The P. & O. str. Nankin left Shanghai for this port on the 5th inst. at 11.45 a.m. with the homeward English mails, and is due to arrive here on 8th inst. about 5 a.m.

VESSELS EXPECTED

MERCHANT STEAMER.
The str. Itala left Calcutta on the 23rd inst. and may be expected here on or about the 10th March.

SHIPPING IN PORT

STRAMERS.
ANYO MARU, Japanese str., 2,930, T. Ma, 1st March—Mojji 29th February, General—Toyo Kisen Kaisha.
ASIA MARU, Japanese str., 1,482, Y. Mishi, 2nd March—Singapore 23rd February, General—Order.
BUZEN MARU, Japanese str., 1,983, Mushi-moto, 3rd March—Mojji 29th February, Coal—Osaka Shosen Kaisha.
CHUNGKING, British str., 1,311, E. Mook-man, 1st March—Shanghai 29th February, General—Butterfield & Swire.
EUROPA, Russian str., 1,232, Weide, 3rd March—Saigon 27th February, Rice—Thorsen & Co.
HAICHING, British str., 641, W. C. Passmore, 5th March—Fochow 2nd March, General—Douglas Lafrank & Co.
HOKUTO MARU, Japanese str., 2,201, H. Suzuki, 4th March—Keelung 2nd March, General—Dodwell & Co.
MACHAO, British str., 4,276, W. P. Bevan, 4th March—Liverpool 17th January, General—Butterfield & Swire.
PARKOI, British str., 1,927, A. Tucker, 4th March—Hongkong 2nd March, Coal—Butterfield & Swire.
SARAHADJI, Dutch str., 1,237, J. Liberg, 26th February—Balk Papan 18th February, General—Asiatic Petroleum Co.
SARIGAKI MARU, Japanese str., 837, S. Kawamura, 29th February—Cholung Bay 29th February, Coal—Osaka Shosen Kaisha.
SINGAN, British str., 1,804, Mills, 2nd March—Daly — General—Butterfield & Swire.
TAISHO MARU, Japanese str., 1,535, 3rd March—Port Arthur 29th February, Coal—Mitsui Bussan Kaisha.
TAIWAN MARU, Japanese str., 1,145, H. Sakai, 29th February—Saigon 24th February, Rice—Dodwell & Co.
TAIYO MARU, Japanese str., T. Fumio, 2nd March—Dairen 21st February, Coal and General—Mitsui Bussan Kaisha.
TAMINO, British str., 1,356, J. H. Pennefather, 4th March—Manila 29th February, Sugar and Hemp—Butterfield & Swire.
TAMBA MARU, Japanese str., 3,593, S. Nagasue, 29th February—Seattle 25th January, General—Nippon Yusen Kaisha.
TAKOSAN MARU, Japanese str., 1,943, G. Gillespie, 28th February—Mojji 2nd February, Coal—Mitsui Bussan Kaisha.
TREMACHUS, British str., 1,340, A. Fraser, 1st March—Saigon 23rd February, Rice and General—Order.
TITAN, British str., 6,733, J. W. Road, 20th February—Manila 27th February, General—Butterfield & Swire.
TILLYWONG, Dutch str., 3,600, A. Oldenburger, 3rd March—Balk Papan 26th February, Sugar and General—Java-China-Japan Line.
TUNGSHING, British str., 1,197, S. Huxsey, 2nd March—Saigon 28th February, Rice and General—Order.
WAISHING, British str., 1,172, Picknoll, 17th February—Bangkok 7th February, General—Jardine, Matheson & Co.
WOLLOVRA, British str., 1,677, B. W. S. Pritchard, 1st March—Saigon 25th February, Rice and General—Order.
YOGOW, British str., 1,408, H. Sommer, 29th February—Saigon 23rd February, Rice—Butterfield & Swire.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those remote from both at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaise Pier. 3. From Blaise Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE UNLOADED
LONDON via SINGAPORE, MALACCA, PENANG, & SINGAPORE	ITO MARU	Jan. str.	1	Seyda	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
LONDON & BOMBAY via USUAL PORTS OF CALL	NANKIN	Brit. str.	1	G. Masley	P. & O. S. N. Co.	On 9th inst. at 3 p.m.
LONDON & BOMBAY via USUAL PORTS OF CALL	NOYANA	Brit. str.	1	H.R. Hetherington	P. & O. S. N. Co.	On 9th inst. at 3 p.m.
LONDON	KRELUK	Brit. str.	1	Charbonnel	THE BANK LINE, LIMITED	On 15th inst. at 5.30 p.m.
MADEIRA & SOUTH AFRICAN PORTS	APLANTIC	Brit. str.	1	Nagasaki	THE BANK LINE, LIMITED	On 15th inst. at 5.30 p.m.
VICTORIA, TACOMA & MANILA, &c.	TAMBA MARU	Jan. str.	1	T. Hamada	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
MEXICAN, PANAMA & OCEAN PORTS via JAPAN	ANYO MARU	Jan. str.	1	J. P. Jones	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
NEW YORK via SUEZ CANAL	BREITENBURG	Jan. str.	1	Finke	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SAN FRANCISCO via JAPAN, &c.	INDRAMA	Jan. str.	1	D. Dixon	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
AN FIANCISCO via SHANGHAI, JAPAN, &c.	MONTEAGLE	Jan. str.	1	A. J. Hadley	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	TAMBA MARU	Jan. str.	1	T. Hamada	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	1	E. T. Fisher	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
AUSTRALIAN PORTS via TIMOR	CHANGSHA	Brit. str.	1	F. C. Gambrill	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	1	Takada	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
JAPAN	SHANGHAI	Brit. str.	1	H. G. N. Walker	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
TIENSIN & WEIHAIWEI	CHUNGKING	Brit. str.	1	W. F. Richard	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SHANGHAI	ANYO MARU	Jan. str.	1	E. S. E. Butler	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1	C. C. Talbot	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI	SHANGHAI	Brit. str.	1	H. Nomura	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	1	Kobayashi	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1	A. B. Garwood	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1	T. Konishi	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	1	A. Kobayashi	OSAKA SHOSHEN KAISHA	On 11th inst. at 3 p.m.
TAMBU via SWATOW & AMOY	SHANGHAI	Brit. str.	1	W. C. Passmore	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
AMOY & FOOCHOW	SHANGHAI	Brit. str.	1	J. W. Evans	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SWATOW, AMOY & FOOCHOW	SHANGHAI	Brit. str.	1	J. S. Thomson	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
MANILA, CEBU & ILOILO	SHANGHAI	Brit. str.	1	J. Walker	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
MANILA	SHANGHAI	Brit. str.	1	W. G. G. Leask	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
MANILA	SHANGHAI	Brit. str.	1	Sidford	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	YUENSHANG	Jan. str.	1	W. M. Marry	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
HONGKONG via SINGAPORE, MALACCA & COLOMBO	YUENSHANG	Jan. str.	1	T. Miyata	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	YUENSHANG	Jan. str.	1	B. Tada	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	YUENSHANG	Jan. str.	1	T. A. Mitchell	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	YUENSHANG	Jan. str.	1	F. Mooney	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	YUENSHANG	Jan. str.	1	J. Robinson	DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.
FAKBOI & RAIPHONG	YUENSHANG	Jan. str.	1		DOUGLAS, LAFRANK & CO.	On 11th inst. at 3 p.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
TO SINGAPORE
* SHANGHAI "KWONGSANG" Friday, 10th Mar. D'light.
* MANILA "LOONGHANG" Saturday, 11th Mar. 3 p.m.
* SHANGHAI "CHUNGKING" Tuesday, 14th Mar. D'light.
* SHANGHAI "WOSANG" "uesday, 14th Mar. D'light.
* SINGAPORE, PENANG & CALCUTTA "FOOSANG" Wednesday, 15th Mar. 3 p.m.
* SINGAPORE, PENANG & CALCUTTA "SUISANG" Wednesday, 15th Mar. 3 p.m.
* MANILA "YUENSHANG" Saturday, 18th Mar. 3 p.m.
* SINGAPORE, PENANG & CALCUTTA "LAISANG" Tuesday, 21st Mar. 3 p.m.
RETURN TO JAPAN.
The steamers "KOTANG," "NANKIN," "LAISANG," and "FOOSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YUENSHANG," "KOWANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
* Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
* Taking cargo on Through Bills of Lading to Yangtze Ports, Choochoo Tientsin, Dairen, Weihaiwei.
* Taking cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Tawee, Uman, Jesselton and Labuan.
Telephone No. 215.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.
HONGKONG, 7th March, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.
Telephone No. 215.
HONGKONG, 16th April, 1915. [24]



PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
HOMEWARDS.
TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., LTD.
Telephone No. 215 Sub. Ex. 10
HONGKONG, 26th October, 1915. [23]

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.
(PACIFIC SERVICE).
FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
VIA VANCOUVER.
CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.
QUICKEST TIME ACROSS THE PACIFIC
"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... IMMEDIATELY.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
"EMPRESS OF RUSSIA" ... 23 MAR. "EMPRESS OF RUSSIA" ... 17 MAY.
"EMPRESS OF JAPAN" ... 5 APR. "EMPRESS OF JAPAN" ... 31 MAY.
"EMPRESS OF ASIA" ... 19 APR. "EMPRESS OF ASIA" ... 14 JUNE.
"MONTEAGLE" ... 25 APR. "MONTEAGLE" ... 28 JUNE.
* Calls at MOJI instead of NAGASAKI.
For further information, Sailings, Guide Books, etc., please apply to
J. H. WALLACE,
GENERAL AGENT. [110]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.
PROPOSED SAILING
FROM HONGKONG connecting with FROM COLOMBO
From Hongkong ... S.S. "MADAWASKA" ... 30th March.
For Rate of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.
30

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILING
From Hongkong ... S.S. "MADAWASKA" ... 30th March.
For Rate of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.
30

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.
For LONDON ... "KEELUNG" ... On 15th April.
Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
HONGKONG, 12th January, 1916. GENERAL AGENTS. 104

VESSELS ON THE BEET

HONGKONG—NEW YORK.
For NEW YORK via SUEZ CANAL or Cape of Good Hope.
S.S. "REDEMPTION CASTLE".
On or about 13th March.
For Freight and further information, apply to
DODWELL & Co., Ltd.
Agents.
Hongkong, 18th February, 1916. [51-1250]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Sufficient Bills of Lading Issued for
BAFARIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE "NANKIN"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 8th March, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONSOON", from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay by s.s. "MALAYA" due in London about the 25th April, 1916.
Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
R. V. D. PARR,
Acting Superintendent.
Hongkong, 25th February, 1916. [1]

HONGKONG—NEW YORK



AMERICAN ASIATIC S.S. CO.
For NEW YORK via SUEZ CANAL or Cape of Good Hope.
(With Liberty to Call at the Malabar Coast.)
S.S. "INDRASAMBA" about Middle of Mar.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 9th February, 1916. [245]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NOVARA".
Arrived Hongkong on 28th February, 1916.
From BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo—
From London &c. ex s.s. "Malwa".
From Persian Gulf, ex s.s. B. I. S. N. and B. & F. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. V. D. PARR,
Acting Superintendent.
Hongkong, 28th February, 1916. [1]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwai-lin is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. RENNIE.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE \$3.50.
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P. & O. S. N. CO. P. & O. S. N. CO.

STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA NANKIN	3 P.M.	See Special
USUAL PORTS OF CALL	Capt. G. Manley	9th Mar.
SHANGHAI, MOJI, KORE	About	Freight and
and YOKOHAMA	Capt. U. C. Talbot, R.N.R.	15th Mar.
LONDON and BOMBAY VIA NOVARA	About	Freight and
USUAL PORTS OF CALL	Capt. H. R. Gotherington, R.N.R.	24th Mar.
SHANGHAI, MOJI, KORE, NAGOYA	About	Freight and
and YOKOHAMA	Capt. A. B. Garwood, R.N.R.	25th Mar.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent

Hongkong, 7th March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
PAKHAI and HAIPHONG	"SUNGKIANG"	On 7th Mar., 10 A.M.
SHANGHAI	"ANBU"	On 7th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 9th Mar., 4 P.M.
SHANGHAI	"SINKIANG"	On 9th Mar., 4 P.M.
TIENTSIN	"HUICHOW"	On 13th Mar., Noon
MANILA, CEBU and ILOILO	"CHINHUA"	On 14th Mar., 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANTU" "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN." HANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANBU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 7th March, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIP	Captain	Leaving
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 7th Mar., at 2 P.M.
"HAICHONG"	Capt. J. W. Evans	FRIDAY, 10th Mar., at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	TUESDAY, 14th Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPBAIK & Co.,
General Managers.

Hongkong, 6th March, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5257 tons, Captain R. S. B. Butler, will be despatched for SHANGHAI, MOJI and KORE on 14th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	16th Mar.	On 15th Mar., 11 A.M.
EMPIRE	6th April	On 8th Apr., 11 A.M.
EASTERN		On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTSPROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO	SHANGHAI	HONG KONG	MARSEILLES	LONDON
1916	1916	1916	1916	1916	1916
Mar. 13	NANKIN	Mar. 20	Mar. 24	April 3	April 16
Mar. 16	NOVARA	Mar. 23	Mar. 27	April 6	April 19
Apr. 9	NAGOYA	Apr. 16	Apr. 20	May 3	May 16
Apr. 23	NAMU	May 1	May 5	May 10	May 23
May 7	NANKIN	May 14	May 18	May 27	June 10
May 21	NOVARA	May 28	June 1	June 10	June 23
June 4	NAGOYA	June 11	June 15	June 24	July 7
June 18	NYANZA	June 25	June 29	July 8	July 21

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting steamer from COLOMBO is definitely reserved for Hongkong at the time of booking.

The Fares to London and Marseilles are as follows:—

LONDON					
1st Saloon	"A"	Accommodation	Single	£74.	Return £111.
	"B"	"	"	£28.	" £104.
2nd Saloon	"B"	"	"	£24.	" £78.
	"B"	"	"	£23.	" £71.
MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£70.	Return £106.
	"B"	"	"	£24	" £96.
2nd Saloon	"B"	"	"	£20.	" £75.
	"B"	"	"	£19.	" £68.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YOKOHAMA	SHANGHAI	HONG KONG	COLOMBO	MARSEILLES	LONDON
NORE	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4	May 11
NELSON	June 19	June 29	July 5	July 11	Aug. 9	Aug. 18
MONGARA	July 3	July 13	July 19	July 25	Aug. 23	Sept. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £27 Return, 2nd Saloon £42 Single; £25 Return

FARES TO MARSEILLES: 1st Saloon £24 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy (owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice).

For Further Particulars apply to—

E. V. D. PARR,
Acting SuperintendentNIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DUBBAN, CAPE TOWN, and TENERIFE ...	\$ IYO MARU Capt. Toyoda 16,000	THURSDAY, Mar., at Noon.	9th
	\$ MIYAZAKI MARU Capt. Teranaka 16,000	THURSDAY, Mar., at Noon.	33rd
VICTORIA, B.O. and SEATTLE VIA SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA ...	\$ TAMBA MARU Capt. Negami 14,500	TUESDAY, Mar., at Noon.	7th
	\$ YOKOHAMA MARU Capt. Shirohara 12,500	WED'DAY, Mar., at Noon.	16th
SYDNEY and MELBOURNE, VIA MANILA, BANGKONG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	\$ TANGO MARU Capt. Takano, 12,500	TUESDAY, Mar., at 4 P.M.	14th
	\$ NIKKO MARU Capt. Takada 9,600	FRIDAY, Apr., at 4 P.M.	14th
CALCUTTA VIA SINGAPORE, PENANG and BANGKONG ...	\$ KAGA MARU Capt. B. Tanaka 19,000	SUNDAY Mar.	12th
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	\$ YETOROFU MARU Capt. ——— 8,000	MONDAY, Mar.	13th
SHANGHAI, MOJI and KORE	\$ BOMBAY MARU Capt. Kobayashi 8,000	SATURDAY, Mar.	25th
SHANGHAI, KORE and YOKOHAMA ...	\$ COLOMBO MARU Capt. Nomura 8,000	FRIDAY, Mar.	24th
NAGASAKI, KORE and YOKOHAMA ...	\$ NIKKO MARU Capt. Takada 9,600	SUNDAY, Mar., at 10 A.M.	12th
SHANGHAI, KORE and YOKOHAMA ...	\$ FUSHIMI MARU Capt. ——— 16,000	THURSDAY, Mar., at 10 A.M.	16th

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 650.
" " 2nd Single " 400.	" " 2nd Single " 350.
" " Return " 600.	" " Return " 550.
To London, Southampton, Liverpool via New York Montreal	280.13.0
To Victoria, Vancouver, Seattle, 1st Single	430.
" " 2nd Single	245.
To Sydney, 1st Single	240.
" " 1st Return	273.
To Melbourne, 1st Single	241.
" " 1st Return	273.16.
To Yokohama, 1st Return	150.
" " 2nd	90.
" " 2nd	98.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1941.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.
KWANTO MARU	8,000—14 knots	WED'DAY, 29th Mar., Noon
CHIYO MARU	22,000—21 knots	SAT., 8th April
TENYO MARU	22,000—21 knots	WED., 3rd May

* Cargo only.

† Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.

at 10.30 a.m.

First Class to London £71.10... RETURN (6 MONTHS) £129.

" " " New York £260. " " £296.10.

" " " San Francisco £245. " " £268.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500—15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

TELEPHONE 391.

King's Building, 1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KORE and YOKOHAMA	"POLYNESIE"	On 8th March.

FOR	STEAMER	TO SAIL
MARSEILLES VIA SAIGON and PORTS	"ATLANTIQUE"	On 7th Mar., at 5.30 P.M.
(Without Transshipment)	"AMAZONE"	On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Class.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 746

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR	STEAMER	TO SAIL
VICTORIA AND TACOMA VIA MANILA, MOJI, KORE, YOKKAICHI and YOKOHAMA	"TACOMA MARU"	THURSDAY, 23rd Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcel.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"LUZON" MARU	T. Miyata	WED'DAY, 15th Mar., at 7 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Koshiishi	SUNDAY, 18th Mar., at Noon.

FOR ANPING VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"ROSHU MARU"	A. Kobayashi	WED'DAY, 15th Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER,

Second Floor, No. 1, Queen's Building.

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